



SEE NOTE 7

- NOTES:

1. THE REGION TRAFFIC ENGINEER DETERMINES THE NUMBER AND LOCATIONS OF CROSSWALKS AT AN INTERSECTION.
2. THE REGION TRAFFIC ENGINEER DETERMINES WHEN TO USE THE "SPECIAL EMPHASIS" CROSSWALK.
3. PLACE THE STOP OR YIELD LINE AT DESIRED STOPPING POINT WHEN THERE IS NOT A CROSSWALK.
4. USE A WIDER STOP OR YIELD LINE ONLY WHEN APPROVED BY THE REGION TRAFFIC ENGINEER.
5. ESTABLISH A "NO PARKING" ZONE 30' PRIOR TO FLASHING SIGNAL, STOP SIGN, YIELD SIGN, OR TRAFFIC CONTROL SIGNAL PLACED ON THE SIDE OF ROADWAY.
6. RED CURB MARKING IS OPTIONAL FOR "NO PARKING" ZONE.
7. PROVIDE RESERVED PARKING SIGNING (R7-8) FOR ACCESSIBLE PARKING SPACES. INCLUDE "VAN ACCESSIBLE" PLAQUE (R7-8A) FOR VAN PARKING SPACES.
8. BLEND ACCESS AISLE WITH PAVED SIDEWALK OR PEDESTRIAN RAMP FOR SMOOTH ELEVATION TRANSITION.
9. MARKINGS SHOWN ARE TYPICAL FOR STOP OR SIGNAL CONTROL. USE SIMILAR DISTANCES AND APPROPRIATE MARKINGS FOR YIELD CONTROL.

REVISIONS			
NO.	DATE	APPR.	REMARKS
1	06/29/06	BA	CORRECTED 4 LANE ROADWAY DETAIL, 10' CROSSWALK CHANGED TO 10' DIMENSION.
2	02/22/07	BA	ADDED END STALL CALLOUT TO STANDARD PARALLEL PARKING DETAIL AND TYPICAL CALLOUT TO STRIPING BETWEEN PARKING STALLS. DETAIL B.

UTAH DEPARTMENT OF TRANSPORTATION

STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION

SALT LAKE CITY, UTAH

1000

DATE FEB.22,2007

DATE _____

DATE FEB. 22, 2007

1000

CROSSWALKS, PARKING AND INTERSECTION APPROACHES

STANDARD DRAWING TITLE

STD DWG
ST 4

SUPPLEMENTAL DRAWING